

Patent Claims

1. A semi-submersible deadweight cargo vessel with floodable and freeable bottom and side tanks for loading and unloading cargo in accordance with the float-on/float-off and/or roll-on/roll-off method, with diesel engines, as main machines, and a transverse thrust device in the forebody in order to improve the maneuverability, in which the attitude can be trimmed with respect to the cargo by introducing water ballast into upper and lower tanks, characterized in that the diesel engines are part of a diesel-electric drive system, the diesel-electric drive system being arranged in the forebody and supplying power to at least one electric azimuth rudder propeller arranged under the stern, the loading area being embodied as a planar transport platform, and the azimuth rubber propellers permitting, together with the transverse thrust device, precise position control during lowering, even when there is a considerable wind force.
2. The semi-submersible deadweight cargo vessel as claimed in claim 1, characterized in that the azimuth rudder propeller is embodied as an azimuthing double rudder propeller.
3. The semi-submersible deadweight cargo vessel as claimed in claim 1 or 2, characterized in that the transverse thrust device is driven electrically.
4. The semi-submersible deadweight cargo vessel as claimed in one of claims 1 to 3, characterized in that the transverse thrust device can be controlled from a central navigation console in the wheelhouse and from two bridge side wings.
5. The semi-submersible deadweight cargo vessel as claimed in one of claims 1 to 4, characterized in that

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the flooding and freeing of the bottom and side tanks can be controlled from a control console on the rear side of the wheelhouse.

5 6. The semi-submersible deadweight cargo vessel as claimed in one of claims 1 to 5, characterized in that switching and signaling boards are accommodated in a sound-insulated machine control room.

10 7. The semi-submersible deadweight cargo vessel as claimed in one of claims 1 to 6, characterized in that the main machines are provided with sound dampers.

8. The semi-submersible deadweight cargo vessel as claimed in one of claims 1 to 7, characterized in that the diesel engines can be operated with heavy oil which has a viscosity of approximately 3,500 s Redwood.

15 9. The semi-submersible deadweight cargo vessel as claimed in one of claims 1 to 8, characterized in that diesel engines which can be operated with marine diesel oil are provided as auxiliary machines.

20 10. The semi-submersible deadweight cargo vessel as claimed in claim 9, characterized in that the auxiliary machines are installed on a vibration-damped base.

25 11. The semi-submersible deadweight cargo vessel as claimed in one of claims 1 to 10, characterized in that the exhaust gas line of the drive system is movably arranged.

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